Mr. Speaker, it is my distinct pleasure to ask my colleagues to join with me in saluting Hebrew Union College—Jewish Institute of Religion on this historic event and in congratulating the first class of Reform Rabbis to be ordained on the West Coast.

TRIBUTE TO REV. DR. LOUIS RAWLS

HON. BOBBY L. RUSH

OF ILLINOIS

IN THE HOUSE OF REPRESENTATIVES

Thursday, May 2, 2002

Mr. RUSH. Mr. Speaker, it is with a heavy heart that I rise today to pay tribute to a dear friend, an extraordinary man, and a great pastor of great pastors—Rev. Dr. Louis Rawls, who passed away on Friday, April 26 of pneumonia. Rev. Rawls is truly one of Chicago's unsung heroes. His death will leave a deep void in our community.

Rev. Louis Rawls dedicated his 97 years of life to his family, his church and service to his community. Born and raised in Johns, Mississippi, he was ordained and became pastor of Canaan Baptist Church in Chicago. In 1941, Rev. Rawls built the Tabernacle Missionary Baptist Church on the South Side of Chicago where he was pastor until his death.

Rev. Rawls was a learned man, a visionary who believed that the church must play an active role in community development. As an active civic leader and trailblazer, Rev. Rawls sought to enhance his community by bringing to it goods and services. He founded the Willa Rawls Manor, a 121-unit living center for senior citizens and operated the Tabernacle Community Hospital and Health Center, the first black-owned hospital at the time.

Rev. Rawls also established the Brown-Rawls Funeral Home, a grocery store, a real estate and mortgage corporation, and a printing and publishing company. Rev. Rawls sat on the boards of a number of community and national groups, including the National Association of Evangelicals, Channel 38, Chicago Baptist Institute and Morehouse College in Atlanta.

Rev. Rawls is survived by his wife, Willa, affectionately known as ''Baby Rawls'', his sons Julius and Samuel, his foster son, Grammy award-winning singer Lou Rawls, and Donald and Jerry Poston, two boys who he raised and considered his sons.

My fellow colleagues, please join me in honoring the memory of Rev. Dr. Louis Rawls, a true beacon of our Nation.

''The righteous cries out, and the Lord hears them; he delivers them from all their troubles. The Lord is close to the broken hearted and saves those who are crushed in spirit.'' (Psalm 34:17–18)

INTRODUCTION OF THE AERONAUTICS RESEARCH AND DEVELOPMENT REVITALIZATION ACT

HON. JOHN B. LARSON

OF CONNECTICUT

IN THE HOUSE OF REPRESENTATIVES

Thursday, May 2, 2002

Mr. LARSON of Connecticut. Mr. Speaker, I rise today in the month in which we celebrate the 75th anniversary of Charles Lindbergh's historic flight across the Atlantic to introduce bi-partisan legislation designed to revitalize an industry that is essential to maintaining this country's economic growth, technological superiority, and military might. Since Lindbergh's flight, aviation technology in the United States has reached a level of success and development unparalleled in world history. The overall success of our economy and our armed forces is strongly linked to the strength of the U.S. aerospace industrial base. However, despite the historical strength of this industry, it is clear that the United States is involved in a difficult struggle to maintain our preeminence in the aerospace field, both commercially and militarily.

In January of 2001, the European Union unveiled its plan for gaining dominance in the global aerospace market entitled, European Aeronautics: A Vision for 2020. This plan lays out an ambitious, $93 billion, 20-year agenda for winning global leadership in aeronautics and aviation. In stark contrast to the vision set by the Europeans, the U.S. has cut by half its expenditures on aerospace research & development (R&D) over the past two decades. This downward trend has coincided with a similar trend in the U.S. share of the world aerospace market, which declined from about 70% of the global market to less than 50% now. Furthermore, the Administration has proposed to further cut aeronautics research by $58 million at NASA and $20 million at FAA for next year.

As a result of these negative trends and the importance for the long-term economic and security interest of the United States, I joined with a bipartisan group of my colleagues to introduce the Aeronautics Research and Development Revitalization Act. This legislation establishes a broad-based agenda to reinvigorate America's aeronautics and aviation R&D enterprise and maintain America's competitive leadership in aviation by:

Reversing the trend of declining Federal investments in aeronautics and aviation R&D by doubling funding over five years. Funding is increased to $900 million in 2005 (approximately the level they were in 1998), and $1.15 billion in 2007.

Following the recommendations of the FAA's Research, Engineering and Development Advisory Committee, doubling funding over 5 years to $550 million in 2007.

Establishing a focal point for aeronautics R&D by re-establishing an Office of Aeronautics reporting directly to the NASA Administrator.

Establishing an R&D initiative to develop technologies within a decade to build commercial no-noise, low-emissions, and be highly-energy efficient. The goals would challenge NASA, industry, and academia to come up with revolutionary approaches to the propulsion, structures, avionics, and other technologies needed for such an initiative to succeed. Such technologies would be developed on a more ambitious timetable than is envisioned by the Europeans in their Vision 2020 plan.

Establishing an R&D initiative directed at reinvigorating the nation's rotorcraft R&D that will address the nation's civil and military needs for decades to come.

Addressing the need for a long-term Federal R&D effort to develop technologies for an environmentally-friendly, commercially-viable supersonic transport capable of flight over land.

Including, independent review mechanisms to ensure that the agency is pursuing technology concepts in a cost-effective manner. The objective of the legislation is for the Federal government to work with industry and academia to achieve challenging aeronautics goals—not to fund ''make-work'' activities.

Authorizing the establishment of one or more university-based centers for research in aviation training for flight crews and air traffic controllers as new technology and procedures are added to the nation's infrastructures.

Establishing a program of scholarships to help replenish the nation's pool of aeronautical engineers.

Tackling the problem of delays in and unreliability of the air transportations system directly by authorizing funds for NASA to work with NOAA on research to improve significantly the reliability of 2 to 6 hour aviation weather forecasts.

Providing a significant funding to allow increased attention to environment and energy-related projects and for research on increasing the capacity, efficiency and safety of the air traffic system.

The basic premise of the legislation is that the U.S. can best meet the R&D challenge mounted by the Europeans and others through focused R&D investments that will enable future aircraft and rotorcraft technologies that are extremely quiet, fuel-efficient, and low in emissions of carbon dioxide and nitrogen oxides. The development of such aircraft will enable the U.S. aviation industry to dominate anticipated aviation markets, as well as create new markets in cities and regions whose airports have been underutilized because of perceived negative environmental impacts. In addition, the new aviation capabilities could allow innovative approaches to meeting the future demand for travel by the American public, open up new possibilities for the future national air traffic management system, and make aerospace technologies more environmentally friendly.

The legislation is designed to reflect Congress' intent to respond to the challenge laid out in the European Vision 2020, through vigorous and robust increases to the FAA and NASA's aeronautics R&D funding.

Seventy-five years after Charles Lindbergh's ingenuity and bravery began America's almost century-long dominance in aviation, leadership is required to sustain our aeronautics industry to make it as vibrant a symbol of America's might in the 21st century as it was in the 20th. Therefore, I urge my colleagues to support this legislation.

PAYING TRIBUTE TO HILDUR HOAGLUND ANDERSON

HON. SCOTT McINNIS

OF COLORADO

IN THE HOUSE OF REPRESENTATIVES

Thursday, May 2, 2002

Mr. McINNIS. Mr. Speaker, it is with great sorrow that I take this opportunity to pay tribute to the life and memory of Hildur Hoaglund Anderson. Hildur passed away in February of this year after ninety-four full and joyous years. She was a valued member of the Colorado community since 1907, and served as a teacher, musician, and an early pioneer of Snowmass Village. As family and friends